

Howard, South Dakota and the National Association of Community Health Care Center's Board Chair, Scot Graff, Executive Director of the Community Health Care Association in South Dakota, and all of the staff at the association for the fine work they do on behalf of South Dakota. Furthermore, I want to commend all of the dedicated health care professionals in the health centers throughout South Dakota who work day in and day out devoting their lives to delivering critical health care to those most in need.

Once again, it gives me great pleasure to recognize the National Health Care Center Week on behalf of the South Dakota Community Health Care Association and the many thousands of South Dakotans who may continue to benefit through this important program.●

CHILDREN, YOUTH AND GUN VIOLENCE

● Mr. LEVIN. Mr. President, "Children, Youth and Gun Violence," a report released last month by the David and Lucille Packard Foundation, questions the effectiveness of programs to train children and young people to stay away from guns, or behave responsibly around guns. The report states parents should instead focus their efforts on keeping guns away from kids, except under supervised circumstances. The problem of kids gaining access to guns is not small. According to statistics compiled by the Packard Foundation, each year in the United States more than 20,000 children under age 20 are killed or injured by firearms of which more than 3,000 are killed.

These figures emphasize the need to do all we can to keep kids from gaining unsupervised access to guns. I cosponsored Senator DURBIN's Child Access Prevention Act because I believe it is a common sense step in this direction. Under this bill, adults who fail to lock up loaded firearms or an unloaded firearm with ammunition could be held liable if a weapon is taken by a child and used to kill or injure him or herself or another person. The bill also increases the penalties for selling a gun to a juvenile and creates a gun safety education program that includes parent-teacher organizations, local law enforcement and community organizations. I support this bill and hope the Senate will act on it.

The Packard Foundation study brings to light the importance of common sense gun safety legislation. It also offers nine recommendations to policymakers and parents to prevent easy access to guns. I ask unanimous consent that the nine recommendations included in the Packard Foundation report, entitled "Children, Youth and Gun Violence," be entered into the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

RECOMMENDATIONS

RECOMMENDATION 1

Congress and federal health agencies should set a goal of reducing youth gun homicide to levels comparable to those of other industrialized nations, engaging in a comprehensive effort to identify the causes of youth gun homicide and reduce its prevalence in American society.

RECOMMENDATION 2

Federal and state public health agencies should make youth gun suicide a central focus of their gun violence prevention and suicide prevention activities, developing and assessing methods for keeping guns away from youth at risk of suicide.

RECOMMENDATION 3

Federal, state, and local public health and law enforcement agencies should make a commitment to collecting better data about gun-related fatalities and injuries by supporting development of a national system for reporting violent deaths and injuries and a system for tracing all guns used in crimes.

RECOMMENDATION 4

Policymakers, mental health professionals, and educators should develop, implement, and evaluate treatment programs that help youth exposed to gun violence cope with trauma.

RECOMMENDATION 5

Federal and state policymakers, in conjunction with public health experts and educators, should initiate creative public awareness and educational efforts—and evaluate existing approaches—to encourage stronger parental monitoring of children's exposure to guns and safe storage of guns in the home.

RECOMMENDATION 6

Federal, state, and local policymakers should develop and evaluate comprehensive, community-based initiatives to reduce youth gun violence—partnering with schools, faith communities, community service programs, parents, and young people.

RECOMMENDATION 7

Police should complement their existing efforts to deter youth gun carrying by developing and evaluating law enforcement approaches that include extensive police-community collaboration.

RECOMMENDATION 8

Congress should extend the jurisdiction of the Consumer Product Safety Commission or the Bureau of Alcohol, Tobacco and Firearms to regulate guns as consumer products, establish regulations requiring product safety features on guns, and evaluate the effectiveness of product safety interventions. State governments should extend similar authority to their consumer product safety agencies.

RECOMMENDATION 9

Congress and state legislatures should institute tighter restrictions on gun sales so that fewer guns illegally end up in the hands of youth. A variety of approaches should be implemented and evaluated—in particular, closer oversight of licensed dealers, regulation of private sales, and mandated licensing of gun owners and registration of guns.●

TRIBUTE TO MAJOR GENERAL JOE G. TAYLOR, JR.

● Mr. INHOFE. Mr. President, today I pay tribute to a great Army officer, and a great soldier. This month, Major General Joe G. Taylor, Jr. will depart the Pentagon to assume new duties as the Commanding General, U.S. Army Security Assistance Command in Alex-

andria, VA. For over two years, he has served as first the Deputy then the Chief of Army Legislative Liaison where he has proven himself to be a trusted advisor to the Secretary of the Army and the Chief of Staff.

During his tour as the Chief of Army Legislative Liaison, he guided the Army's relationship with Congress, wielding a deft and skillful touch during a period of tremendous change. Throughout this period, Joe Taylor ably assisted the Army's senior leadership in dealings with Members of Congress and their staffs in helping them to understand the needs of the Army as it faces the challenges of a new century. His leadership resulted in cohesive legislative strategies, responsiveness to constituent inquiries, well-prepared Army leaders and a coherent Army message to Congress.

Joe Taylor's career has reflected a deep commitment to our Nation, which has been characterized by dedicated selfless service, love for soldiers and a commitment to excellence. Major General Taylor's performance over twenty-seven years of service has personified those traits of courage, competency and integrity that our Nation has come to expect from its Army officers. The Pentagon and the Army Secretariat's loss will be the Army Security Assistance Commands gain, as Major General Taylor continues to serve his country and the Army. On behalf of the United States Senate and the people of this great Nation, I offer our heartfelt appreciation for a job well done over the past two years and best wishes for continued success, to a great soldier and friend of Congress.●

RETIREMENT OF ADMINISTRATOR JANE GARVEY FROM THE FEDERAL AVIATION ADMINISTRATION

● Mr. ROCKEFELLER. Mr. President, a little more than 5 years ago, the Commerce Committee held a hearing to test the mettle of a nominee to head the Federal Aviation Administration. The nominee came to Washington from her long-time home of Massachusetts to serve in the Federal Highway Administration, and her years of experience in various modes of transportation—primarily highways and airports—made her a strong candidate for the FAA position.

At the time, Jane Garvey sat before us as the first nominee to be appointed to a fixed, 5-year term to head the FAA. For years, the position of chief of the FAA had served as a revolving door—with many well-qualified people, but few able or willing to stay. The lack of continuity left its mark on many projects—the headlines, often from Congressional sources or the General Accounting Office, usually read "delayed and over budget." That changed when Jane Garvey took the reins of the FAA on August 4, 1997.

We knew that the FAA faced a daunting task in rebuilding and modernizing our air traffic control system

and expanding our nation's airports. Over these last 5 years, we have watched and learned as Administrator Garvey testified countless times before numerous committees about the needs of the agency and her future vision of the FAA.

The FAA Administrator's job is one of the toughest in government. When things go right, no one notices; but when things go wrong, everyone knows—and that is when the finger-pointing starts. Jane Garvey has handled this pressure with tremendous grace and an uncommon resolve to improve on the FAA's core commitment to safety.

Every day, over 35,000 commercial flights travel across our skies—safely and efficiently. During the last several years, safety-related tragedies have been the exception, not the norm. Through Administrator Garvey's leadership and the dedicated staff of the FAA, we have come a long way to re-vamping the FAA's mission, its organization, and its future.

Today, there are major airport expansion construction projects across the country, as we make room for an expected 1 billion annual passengers by 2013. Thousands of new pieces of equipment have been tried, tested, and installed to increase the reliability and capacity of the air traffic control system.

Jane Garvey has worked tirelessly with all of us—the various segments of the aviation community and the employees of the FAA—to improve the performance of the FAA. In fact, Government Executive magazine's privately run Federal Performance Project Team gave the FAA high scores in its 2002 report card for improving in all five management areas that it grades. Since its last report card 3 years ago, Government Executive noted Administrator Garvey's vast improvement of human resources management at the agency, and her significant progress in technology upgrades and creating tools for accountability.

Administrator Garvey's tenure has been marked by a tremendous improvement in labor relations at the FAA. Her commitment to the 49,000 employees of the FAA is well recognized, and has contributed significantly to the productivity and achievement of the agency as a whole. She has established a better working relationship with the nation's 20,000 air traffic controllers than at any point over the past 20 years. Indeed, the president of the National Air Traffic Controllers Association recently identified her as the "finest administrator in the history of the FAA."

Since Jane Garvey took over at the FAA in 1997, I have had the opportunity to see her in action, and it has been a pleasure to work with her on a number of issues of importance to West Virginia and the nation. Her "can-do" spirit is infectious and has resulted in an agency that strives to improve on past performances and does not blindly

accept shortcomings as inevitable. Through her tireless support of many of the important initiatives that we have worked on together, she has proven to be not just a good administrator, but a good friend.

Five years seems like along time in Washington, but perhaps it is too short, for we will miss the strength and character of Jane Garvey. Our country owes her a great debt of gratitude for profound dedication to our aviation system.

Finally, I would like to submit for the record some excerpts from a speech Administrator Garvey recently delivered before the Aero Club of Washington. Her remarks offer valuable perspective and direction for all of us who work in and care about aviation policy.

Today, you could say that our nation's economic engines run on jet fuel. The economic impact of aviation is so big it's almost beyond measure. Revenues generated by airports like Chicago, O'Hare, Dallas/Fort Worth, and Hartsfield Atlanta run in the billions. U.S. aerospace industries have become America's leading exporter in the manufacturing sector. And as we were reminded so painfully after September 11, tourist travel, which depends on the airlines, accounts for one out of seven jobs in America, and is among the top three employers in 29 states.

In this era of globalization, technologies like cable modems and cell phones make vital connections—still, they're virtual connections. If you really want to reach the rest of the world, you've got to board a plane. Simply put, there is no globalization without aviation. That's why, on any given day, as many as 1.9 million Americans take to the skies on one of 33,000 commercial flights. Internationally, each year, that number is as high as 1.6 billion—more than one-fourth of the people on this planet.

We chart our progress by numbers like these—billions of passengers, billions in revenue, millions of tons of cargo, minutes (at most) of delay. But, of course, it's not just numbers that count. It's people. It's the men, women and children who board our planes every day—to attend a daughter's wedding; to leave for college for the first time; to attend an important meeting on the other side of the world; or to visit a new grandchild just a short flight from home.

As I said in 1997, our first and most important priority was to make the world's safest skies even safer, in the face of dynamic industry growth, expanding demand, and public concerns. And we had to modernize the nation's air space system in a timely and cost effective way. From my first days in office, these have been my goals. Just as important, they have been yours as well. I believed then—and believe even more strongly today, after the experience of these past five years—that the only way to meet these challenges is to face them together, government and industry, pilots and air traffic controllers, labor and management the FAA and Congress.

Collaboration isn't just a management style; consensus isn't just something to strive for. In aviation, they are essential elements in any real plan for progress. As the pilot Lane Wallace has written: "In one sense we are all alone, whether in an airplane or on the ground, and we have final responsibility for whatever path we take through life or the sky . . . [But] we understand that while we may fly solo, we are also all connected, and we need each other in order to survive."

That's true not only for pilots, but also for controllers, technicians, mechanics, flight

attendants—and the FAA Administrator. We've stopped defining ourselves by our competing interests and started applying ourselves to our common goals. Those goals haven't changed: we're focused, as ever, on safety, efficiency, and adding capacity. But the way we pursue our goals has been evolving. We now pursue them as a community. We acknowledge—even embrace—our interdependence. And that, in my view, has made all the difference these past five years.

It's certainly made a difference in the accident rate. Working together, we reduced the accident rate for U.S. airlines by 29 percent over our baseline last year. We did so by agreeing on an unprecedented strategic plan for safety—Safer Skies. We now base our priorities on what the data, not the headlines, say. Through new partnerships like ASAP, the Aviation Safety Action Program, and by sharing data, we can identify early warning signs, intervene in targeted ways, and track the effectiveness of our efforts. I'm proud that we've met every annual target in the accident rate, and I'm confident that by 2007, we'll reach our greater goal: reducing the commercial accident rate by 80 percent.

Over the past five years, we have met many other imperatives of modernization with the same determination. Since 1997, we've completed more than 7,100 projects, installing new facilities, systems, and equipment across the U.S. and integrating them into the National Airspace System. We've done more than 10,000 upgrades of ATC hardware and software. Today, you can visit every one of our centers in America and won't find a single piece of hardware that's been around longer than I've been in this job (it only feels like a long time).

With the FAA's commitment to RNP—which takes advantage of the aircraft's capabilities—we're taking crucial steps in our transition from a ground-based to a satellite-based system, and toward safely handling more aircraft in less airspace.

I think the way we achieved all this is not less remarkable than what we've achieved. You know, it seems sort of obvious that when you're designing new technological tools, you ought to consult the people—controllers, technicians, pilots—who are going to use them. For too long, that just wasn't the case. When new equipment arrived at the loading dock, it was a little too much like Christmas Day—no one knew what was inside the box; the instructions were near impossible to follow; and batteries were not included.

Today, everyone knows what to expect—and how to use it. When we develop new products and programs, we do it not only with the users in mind, but at the drawing board.

With all this new hardware and software, delays due to equipment are down 70 percent from this time last year. A Eurocontrol report shows that the productivity of U.S. controllers is about twice as great as in Europe—and that our air traffic management is about twice as efficient. It's true: you just don't hear about outrages anymore. Instead, you hear about more direct routes, lower fuel consumption, and—let us not forget—better service for the men, women, and children who entrust us with their air travel. Of course, they're less concerned with who's using what technology than with getting to their destination safely, swiftly, and affordably. These new efforts help them to do so.

It is this clear progress in air traffic management that is so critical for aviation's recovery from the one-two punch of the terrorist attacks and last year's recession. After an inevitable decline—in traffic, yields, revenue—we expect to see traffic returning to pre-recession levels next year.

Those one billion annual passengers we've been projecting may not be in the departure lounge just yet, but they're on the way. Demand will continue its historic rise—and we're determined to meet it. Transportation Secretary Norm Mineta talks frequently about closing the gap between demand for air travel and the capacity of our infrastructure. Whether or not we build it, they will come. And as Phil Condit reminded us in recent speech, "Economic growth follows infrastructure."

That's why the government and the aviation community reached agreement last year on the Operational Evolution Plan, which, as you know, is the centerpiece of the FAA's efforts to build and expand infrastructure over the next decade. The OEP includes new runways, new technologies, and new procedures. It's not a wish list; it's a set of marching orders—clearly setting out the responsibilities of the FAA, airlines, and airports. These ideas are meant for action. And we're already seeing what action can achieve.

Look at Detroit. Detroit's new runway opened last December. Overnight, the number of flights per hour that Detroit Metro can handle jumped from 146 to 182 in good weather—a 25 percent increase. We've targeted our efforts toward the worst bottlenecks in the system. The controllers among you have told me that conflict probe, now in use at four en route centers, is the biggest improvement in the en route environment they've seen in their entire careers. It cuts costs even as it cuts emissions.

With results like this, I am more confident than ever that we are going to meet our goal: increasing capacity by up to 30 percent over the next ten years. We are already looking at how we can accelerate initiatives and reach for more capacity.

The critical question—which we are already tackling with industry—is, "What's next?"

All of this progress flows directly from one source: our spirit of community. It is incredible to behold. I have seen it in so many ways on so many occasions during my five years in office. And in all that time, the spirit of community was never stronger than on September 11. Among the countless acts of heroism on that terrible day, history will record the way the aviation community pulled together, in the worst of circumstances, to bring the planes down quickly and safely—and bring the system back up smoothly in the weeks that followed.

We have realized more and more the potential of flight. We have mitigated more of its risks. But in many ways, we've only begun.

Moving forward, our mission must be to build on this foundation—and create a legacy worthy of our children. The next Administrator will face many challenges—some I've just discussed, and surely many new ones. One of the greatest will be the challenge of staying focused on modernization and safety, in the face of new security pressures.

For obvious reasons, security concerns will continue to command the headlines. They demand our attention and deserve our vigilance.

The FAA's mission is just as important as ever. Not only the new administrator, but also all of us, must keep our focus on that. The industry faces an additional challenge in providing a higher and higher level of service to its customers. I do not want to leave office without saying how grateful I am to Presidents Bush and Clinton, and Secretaries Mineta and Slate, for entrusting me with this awesome responsibility. And I am grateful to you for helping me, to the best of my abilities, to fulfill it.

I took office on the cusp of a new century; and depart with those new horizons, and the new possibilities we foresaw, a little closer

in reach. It is you who made it so; you who created this moment of opportunity; you who will carry us forward. Every time I visit a control facility or an airport, or talk to a pilot, or see the launch of a new technology, I am impressed anew by your dedication and professionalism. I am uplifted by your commitment to our mission.

I know my successor will count on your insights and energies just as much as I have. Because if one thing is clear to me as I leave office, it is that our roles, like our lives, are interdependent; our goals are interconnected. Modernization, for example, is dependent on the financial health of the industry. Safety depends not only on new technology but also on the century-old concern of labor relations. Efficiency in the air has a lot to do with security provisions on the ground. And so on. None of us is flying solo. ●

RETIREMENT OF GENERAL JOHN A. SHAUD

● Mr. ENZI. Mr. President, as a Senator from Wyoming and Chairman of the Senate Air Force Caucus, one aspect of my public service that I truly enjoy is the opportunity to work with remarkable people who are more like family than coworkers and colleagues. On Capitol Hill, we all know each other and we all feel each other's sorrows and share in each other's joys and triumphs.

This is one of those occasions that brings both a touch of joy and sadness as we say congratulations and thank you at the same time that we bid farewell to someone who has devoted his life to the service of his country in the military and on the Hill, where he has made many friends among the staffs of our offices.

We were fortunate that General Shaud served as the Executive Director of the Air Force Association. Before his acceptance of that post, he had amassed quite an impressive military career that began when he was commissioned into the United States Air Force in 1956.

In his 50-year career General Shaud has served in the field and at U.S. Air Force headquarters in Washington. His later Air Force assignments included Chief of Staff for Personnel for the U.S. Air Force, Commander of the Air Training Command at Randolph Air Force Base, and Chief of Staff of Supreme Headquarters Allied Powers Europe. He led and inspired those under his command and excelled while gaining greater responsibilities.

I would be remiss if I did not point out that during his military career General Shaud was able to complete the requirements for a Master of Science degree, which he received from George Washington University—my alma mater. He also has a doctorate from Ohio State University and has served on the faculty of Air Command and Staff College.

Over the years, General Shaud has amassed more than 5,600 flying hours and piloted several dozen different aircraft. He was awarded the Distinguished Service Medal, the Legion of Merit with Oak Leaf Cluster, the Dis-

tinguished Flying Cross and several other awards and citations for his outstanding service and leadership.

For General Shaud, his retirement from the U.S. Air Force was just the end of one career and the beginning of another. General Shaud moved on to take on the responsibilities of the Air Force Aid Society and then later, the Air Force Association, from which he will now be retiring. Through it all, he has continued to impress with his leadership, creativity, personality, and ingenuity. He has been a role model for many and he will no doubt continue to inspire those with whom he comes into contact.

I would also point out that without him, Congressman Cliff Stearns and I would have had a far more difficult time in our work to establish the Air Force Caucus.

Now it is time for General Shaud to move on to another adventure in his life. I do not know what he will be doing, but I know he will be changing direction and heading off to face other challenges in the years to come.

Good luck, General Shaud, and God bless. May you have many years of an enjoyable retirement and the good health to enjoy each day to the fullest. ●

IN RECOGNITION OF THE LIFE OF ALTON ARA HOVNANIAN

● Mr. TORRICELLI. Mr. President, a promising young life that began in New Jersey just 14 years ago was tragically cut short these few weeks past in a freak boating accident on my State's otherwise-beautiful northern shore. Alton Hovnanian only 14 was a rising and stellar member of the latest generation of a great and good New Jersey family whose legendary hard work in the real estate industry created an American business enterprise of remarkable size and stature.

Now, sadly, in the cruellest alteration of fate, this same good family suffers the greatest loss of all, the death of a child. And I would put before this Chamber today that this is a shared loss felt within these Senate walls not only because this kind of suffering is too great for any family to bear alone, but that the untimely death of this young man represents the loss of the optimistic spirit and positive energy of a young American mind.

Not preoccupied with self, often characteristic of this age, Alton Hovnanian had an interest in and concern for others, a deep interest and concern for the workings of the U.S. Government, and perhaps surprisingly, for those of us in this room. As a child of only 14, he was largely unknown to us, but Alton Hovnanian was a bright, good citizen of my State and this country who I am sure many of my colleagues would have been delighted and inspired to know. Alton was certainly interested in us and knew many of our names, our expertise, our committees and concerns. Isn't this an honor for us to now know